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A. S. WATSON & CO.,
LIMITED,
WINE AND SPIRIT MERCHANTS.

Established A.D. 1841.

SCOTCH WHISKY.

- A—THORNE'S BLEND, White Capsule..... \$10.80
B—WATSON'S GLENROCH, MRL-
LOW BLEND, Blue Capsule, with
Name and Trade Mark 10.80
C—WATSON'S ABELOUR GLEN-
LIVET, Red Capsule, with Name
and Trade Mark 12.00
D—WATSON'S H.K.D. BLEND OF
THE FINEST SCOTCH MALT
WHISKIES, Violet Capsule 14.40
E—WATSON'S VERY OLD LIQUEUR
SCOTCH WHISKY, Gold Capsule 15.00
THORNE'S BLEND and WATSON'S
GLENROCH are high-class Soda Whiskies,
of greater age than most brands in the
market.
ABELOUR GLENLIVET is a very old Pot
Whisky (smoky) and could not now be
replaced in stock at the price.

D is well known for its fine flavour.
E is of superb quality and pronounced by
leading local connoisseurs to be the best
brand in the Hongkong market.

A. S. WATSON & CO., LIMITED,
WINE AND SPIRIT MERCHANTS.

Established A.D. 1841.

BIRTH.
At 140, Chapple Road, Shanghai, on the 5th
September, 1900, the wife of T. P. BARTHELEMY, of
twins, sons.

The Daily Press.

HONGKONG, September 10th, 1900

In the absence of a definite assurance that Great Britain has no intention of joining in the policy of scuttling and back down initiated by Russia, the telegraphic announcement that the Fourth Indian Brigade has been ordered to proceed to China is certainly comforting. The idea that when the Powers had delivered the beleaguered foreigners from their hazardous confinement in Peking, they had accomplished all or even the main business for which they had been despatched was one that could hardly be entertained by any self-respecting State. The siege of the Legations by fanatic Boxers, assisted by Imperial troops and openly encouraged by the Chinese officials, was assuredly an unparalleled crime against international law, but it is only an item in the indictment against the Manchu Government of China. They have been convicted of a design to exterminate all the foreigners in China by murder and violence, the same to be carried out in a coldblooded and cowardly manner by the deluded and ignorant Boxers, poor fools of the base and brutal mandarins. The same Government are responsible for the bloodshed involved in the capture of the Taku Forts, for the fighting at Tientsin, and for the armed opposition to the advance of the Allies on to Peking. They have caused the enormous outlay attending the despatch of foreign troops from Europe, India and America to China, and are responsible for a dislocation of trade on a gigantic scale and a tremendous pecuniary loss in consequence. They stand convicted of the dastardly murder of at least 59 missionaries, of the infliction of torture and sufferings of various kinds on many more, and they are responsible for some 80 or 100 more missing or overdue. It is almost incredible that, with such a reckoning against them, any Power could be found to propose even to consider any terms until the officials primarily responsible for these injuries and outrages had been first secured. It may be

urged that as civilised States we should not, now the Ministers have been rescued, seek for vengeance, but as exponents of the Christian religion we should show our superiority to the heathen in forgiving these trespasses against us. We do not feel quite sure that even the friends of the martyred missionaries would, in actual practice, go quite so far as that; but whatever they may advocate we are not disposed to deal in sentiment. We do not want vengeance, as it is understood in China, where it would mean the wiping out of a host of more or less ignorant coolies, who may yet be in the main deserving of what they get; but we sternly demand justice, that justice which in like circumstances we should expect to be meted out to us. We want the promoters of the murder, outrage, and torture of foreigners to be hunted down, regardless of their rank or position and awarded punishment fitting for such crimes. We desire to have an end made of the Government that could originate, sanction, and aid the perpetration of such atrocities. We insist upon guarantees against the repetition of such enormities, and provision made for the safety of peaceable foreigners in China. We demand an indemnity to cover all losses and the expenses of the war and the payment of all old outstanding claims. We claim as an older right under the Treaties the proper observance of the stipulation of those Treaties. We should also require the just administration of the fiscal service and the abolition of the corrupt system of collecting taxes which converts them into impossible barriers to our trade and restricts it to limited areas.

All this we want and it was generally supposed we meant to have it. But how is it possible to secure the most elementary of these desires from China, if at the very outset it be seen that we are divided and dubious? Any weakness in dealing with Orientals is invariably construed by them as a confession of defeat. We shall have enough trouble to ring from the so-called Government the justice we seek without putting a weapon into their hands with which to flog or deride us. Even now the Chinese journals and the tanshops are doing their best to explain away our victories, and to convert them into defeats. One paper stated, only the other day, that the allies had about twenty thousand men killed and drowned at Yangtze, and, when the continued advance on Peking had to be admitted, informed its readers that a few of the foreign troops had been suffered to proceed to the capital to escort the Ministers and their staffs to Tientsin. The Chinese are naturally ingenuous, and in no direction more so than in the invention of excuses for their own shortcomings. If this is the sort of misrepresentations they are guilty of in the presence of actual facts, what sort of statements would they be likely to foist on the people if the foreigners voluntarily vacated Peking? They would be depicted as running away, as having been vanquished by the prowess of the invincible troops of the Son of Heaven, and much more in the same strain. The people would really believe these fables, and would regard all foreigners as only worthy of contempt, and residence in any part of the Central Kingdom would become practically unbearable until after another unmistakable drubbing had been administered to the vain sons of Han. To scuttle now, or to consent to make terms before the Government, or those who are supposed to represent it, can be brought to book for their crimes, would be simply fatal to foreign prestige and would unquestionably result in the long postponement of settlement of all pending questions, while it would ultimately involve us in a more serious struggle for supremacy in Eastern Asia. It may suit Russia to put off the evil day in the hope that she may arrange matters amicably with China and thus save her railways and maintain her interests in Manchuria. It may suit France because she is bound hand and foot to the Northern Colossus, whose wishes she has no option but to echo; and it may for the moment suit the United States, whose political parties are now looking eagerly for a new policy; no matter at whose or at what cost. But it will not suit Great Britain, who has, we believe, determined to see the matter through; and it will hardly, we fancy, fall in with the views of Germany, whose Ambassador's blood still cries from the ground for the vengeance which his Imperial Master has solemnly vowed in the face of Europe shall be exacted from the cowardly assassins.

In spite of the numerous alarming rumours current in the Colony during last week the Feast of Lanterns on Saturday passed off in perfect quiet, and there was no call to put into execution the measures prepared to quell an outbreak. We have reason to believe that the authorities were fully ready to deal with any trouble, and not only were the troops all available, but also had there been any necessity the warships in the harbour could have landed a strong force and some Maxim's. Really the prospect of any riot in the Colony must be very small. The Chinese have too much at stake and know

better than to favour any disturbers of the peace. The bad characters among them have been well looked after of late, and though the 'coolie' class is inclined to be aggressive—particularly those engaged in coal work, whose conduct is causing grave difficulties—the mass of the native population is on its best behaviour. There is no doubt that last week's large crop of rumours alarmed the more nervous of the residents, but nothing at all to justify their apprehensions took place on Saturday night. In fact, the City was much quieter than it was on the recent Emperor's Birthday. No news from Canton is yet to hand, but it may be presumed from the mere fact of silence that all has passed off well.

Mr. R. F. Drury has been appointed Executive Engineer, Public Works Department.
Mr. R. H. Hollingsworth has been appointed Acting Consulting Sanitary Surveyor.

During the 24 hours preceding noon on Saturday one fresh case of plague was reported and one death.

The annual camp of instruction in connection with the Hongkong Volunteer Corps will be held from the 19th to the 29th October.

It is notified in the Gazette that Surgeon Captain J. A. Lawson, Hongkong Volunteer Corps, has been granted twelve months' leave of absence.

A Chinaman who had been arrested for carrying arms and had been let out on bail failed to answer to his name on Saturday. Consequently the bail—\$100—was excheated.

A telegram from Berlin on the 31st ult. stated that M. Von Witte, Russian Minister of Finance, was starting for Paris with the intention of raising a loan of 500 million roubles.

H. M. S. Mohand left Amoy for Swatow on the 3rd inst. The German cruiser *Schwalbe* reached Amoy on the 6th. The *Hatching*, which arrived yesterday, reported the *Isis*, *Custine*, *Schwalbe*, *Tiger*, and *Barik* there when she left.

The owner of the Ping Koo arms shop, No. 252, Des Vaux Road, was charged on Saturday with failing to enter particulars of certain stock—ten revolvers—in his possession in his stock book. He pleaded guilty and was fined \$100.

The appointment by Her Majesty the Queen of the Hon. J. Thurburn to be an official Member of the Legislative Council in place of Mr. Herbert Smith resigned, during the absence of Mr. T. H. Whithead, is notified in the Gazette.

At the Magistracy on Saturday Fung Chuen, a partner in the Hip Tai firm of contractors, 38, D'Almeida Street, was charged with embezzling \$7,100, moneys of the firm. Evidence of arrest was given and the defendant was remanded.

At the Magistracy on Saturday Li Kwong, a boy in the employ of Mrs. J. G. Remedios, of 34, Elgin Street, was fined \$10 for disobeying lawful orders, and Chung Kwai, in the employ of Miss F. G. Gonsalves, of 2, Mosque Street, was similarly dealt with for a like offence.

On the 2nd inst. Li Hung-chang called on the Hon. W. W. Rockhill, the newly appointed U. S. Special Diplomatic Commissioner, at the U. S. Consulate, Shanghai, and had a long interview with him. It is understood that the question of Li Hung-chang's claim to be recognized as negotiator between China and the Powers was discussed.

On Saturday morning a Chinaman who was arrested on landing from the Yuen-chai steamer was found to be in possession of 25 tacks of prepared opium. On being taken before the Magistrate he said the opium was for medicine, it not being fit for smoking. Mr. J. J. Spooner (Chief Excise officer) said that this was not so, but it was prepared Malwa opium. A fine of \$400 was imposed.

A Shanghai native paper in a letter from its correspondent at Hankow says:—"The Scipians are troublesome. The Viceroy and Governor are aware that their military force is insufficient. Recently the Governor has in a telegraphic despatch to the commandant at Siangyang, 220 English miles on the North-west, asked for one thousand soldiers to come as quickly as possible. The Provincial General stationed there at once ordered two regiments to set out for Hankow."

The Chinese festival, the Feast of Lanterns, was celebrated quietly on Saturday. In view of the unsettled state of affairs in China the procession of the Fiery Dragon, which invariably creates considerable disturbance in the streets, was prohibited. Some of the Wanchai coal coolies threatened to defy the authorities and to have their procession, but when the time came they thought better of it and remained quietly at home. The knowledge that the powers that be were fully prepared to enforce obedience was no doubt responsible for this.

The following is the return of the average amount of bank notes in circulation and of reserve in Hongkong during the month ended August 31st, as certified by the Managers of the respective banks:—

Banks.	Average Specie in Circulation.	Reserve.
Chartered Bank of India, Australia and China.	\$ 2,696,366	\$1,500,000
Hongkong and Shanghai Banking Corporation.	7,546,934	5,000,000
National Bank of China, Limited.	29,827	150,000
Total.	\$10,673,127	\$6,650,000

The rice captured by the Japanese troops in China is said to be sufficient to feed a Division for a year and a half.

The first German transatlantic cable, between Germany and the United States of America, was opened on the 31st ult.

According to German official news from Yokohama the condition of Commander Lans of the *Illia* has improved greatly; he will be able to return again to active service.

Just as the *Sunhuang* was about to start for Manila three Chinamen were found stowed away in the fore-hold. They were taken before Mr. Hazland on Saturday and fined \$25 each.

The opinion is expressed at Tokyo that Russia's action in hoisting the flag, and establishing a Provincial Government at Newchwang, justified the despatch of British troops to Shanghai and, it is believed, is likely to compel other powers to follow suit elsewhere.

According to a Tokyo telegram of the 29th ult., there was a stronger anti-Japanese agitation at Amoy than appears from European sources. The telegram then stated:—"The rioters have distributed circulars calling the people to arms and to recapture Formosa. The situation is critical. The rioters appear to entertain no animosity against Europeans."

It is reported that a detailed report on the situation in China from Baron Nishi was received by the Japanese Government on the 27th ult. It has been decided to send a special official to Peking with important instructions to Baron Nishi, and it is believed, says the *Kobe Chronicle*, that Mr. Uchida, the Director of the Political Affairs Bureau, will be chosen for the mission.

Ascertain Francis Larr in *L'Echo des Mines*, quoted in *L'Echo de Chine*, has discovered that Sir Robert Hart and Lord Charles Beresford are responsible for the war in China—Sir Robert Hart for not privately warning the British Minister at Peking that vast stores of war-material were being brought into China, and Lord Charles Beresford for advising the Tatar General at Poochow Arsenal that China's best policy was to organize and create a strong army, rather than pay attention to her navy.

The London and North Western Railway Company Improvements Bill has now passed the House of Lords, and its provisions are being carried into effect with the utmost rapidity. The main expenditure will be the improvements at Euston Station, and, according to the plans, it will, it is stated, when completed, vie with any other railway station in the world for architectural beauty. The improvements are to be carried out at a cost of £1,100,000. Among other improvements will be the doubling of the number of lines running into the station, and the provision of considerable additional siding accommodation.

The *N. C. Daily News* records the injury by lightning on Tuesday last of Messrs. J. E. Shoemaker and Douglas. It appears they were standing at the open office window of the American Presbyterian Mission Press, Shanghai, watching the storm. Mr. Shoemaker had his hand on the wood rail, when the lightning struck the chapel about forty yards in front and seemed to divide itself, injuring the brick-work of the chapel and travelling along a wire which gave communication from the gatekeeper to the office where the two gentlemen stood. It struck Mr. Shoemaker on the hand and chest, and Mr. Douglas who was standing just behind was hit on the chest; both staggered and fell. The former was unconscious for a little time, but both are now all right again.

The late General Borgnis-Desbordes, commander-in-chief of the French troops in Indo-China, was guilty of the indiscretion of signing his name to a very foolish letter to a friend, which was published in Paris and reproduced in *L'Echo de Chine*. We quote a few lines:—"My dear Colonel, I agree with you. The English up to the present [May, 1900] have conducted the war like absolute imbeciles. To-day Sir Roberts [sic] is in a situation which may become very difficult if the Boers content themselves with cutting off all fresh food-supplies. Illness too will supervene, and the huge English army, composed mostly of conscripts, will melt rapidly (4,000 or 5,000 a month). The cowardice of Europe in this matter of the Boers would surprise me were I younger. Surely it would have been kinder to the memory of General Borgnis-Desbordes to have allowed this letter to remain in obscurity."

Says a writer in the *London Engineer*:—"I have just welcomed home a friend from Morocco. 'Trouble is imminent in Morocco,' he says. 'The French laid the train for it long since. They will hasten on the crisis when two things are ended: the rumour in South-Eastern Morocco and the exhibition in Paris. The Moors themselves have long invited trouble by their hopeless defiance. They will hasten on the crisis when one thing is ended: their harvest. Then will come some slaughter of Jews and Christians, and a great slaughter of Moors, possibly the effacement of the Moorish dynasty.' Magazine rifles of the latest patterns are being landed in boatloads every day; and the Moorish authorities are declining to interfere. We know how Britain has turned India; we are learning how Europe has armed China; some of us are aware of the startling manner in which Europe has armed the Sennussi, in the Tunis Hinterland, with his myriads of sworn, trained followers; turbulent Morocco is now being filled with weapons of precision. Is it not time that civilisation took a brace, and shut down on this particular method of self-immolation?"

Yokohama was visited by what is described as a short, but very severe shock of earthquake on the afternoon of the 27th ult.

The new Japanese Minister at Washington, Mr. Takahira, laid his credentials before the President of the United States on the 3rd ult.

The British Commercial Agent in Russia states that according to Siberian papers, a Philadelphia firm has been placed in communication with the Russian Government with the object of building a large locomotive manufacturing along the Siberian Railway with rail-making works as well.

The Return of Stamp Revenues during August 1899 and 1900 shows a total increase this year of \$18,900.57. The principal items which have increased are:—Probate or Letters of Administration, \$14,132.00, Conveyance or Assignment, \$4,221.00, Bank Note Duty, \$1,144.84. The only large decrease is in the item of Adhesive Stamps, in which the falling off is \$1,501.54.

Latest advices from New York show that before eleven o'clock on the morning of the issue of the British War Loan, the United States agents announced that subscriptions already received would, no doubt, call for half the entire £10,000,000 issued. Another of the New York banking-houses named in a Bank of England circular announced itself ready to take all of the bonds if there was any likelihood of such a proposition being entertained abroad. Subscriptions came from insurance companies, corporations and several holders anxious to exchange United States Government bonds for the new issue on account of the higher insurance rate on the English loan.

The American grocers' organs all agree that tea prices are hardening in Japan. The following extract from the *Canadian Grocer* of 13th July gives ample proof of this:—"The situation in the tea market is gradually becoming more interesting. This applies particularly to Japan teas. A cable received this week from Higo states that prices have advanced \$1.50 per picul. It was also stated that the market was active and that the second crop teas were inferior to those of last year. A cable from Yokohama states that the tea-men there are also asking higher prices. Those on the local market who are holding old season's Japan teas are still very firm in their views, and there has not been much business done as a consequence. There are a few new season's Japan teas on the local market, but the quantity is much smaller than is usual, on account of the high prices which have ruled in Japan since the opening of the season."

GERMANY AND GREAT BRITAIN.

AN ITALIAN VIEW.
An article by the Italian statesman, Signor Crispi, under the title "Germany, England, and the Yellow Peril," appears in the *Revue burgoise* Correspondent. It deals at some length with the Chinese question, pointing out that the Emperor William was the first to warn Europe against the Yellow Peril, and urging the necessity of recognising Japan as the ally of the European nations in this matter, her interests and those of Europe being identical. Signor Crispi then proceeds to discuss exhaustively the relations between Germany and Great Britain. He says:—"The Transvaal war appeared to afford an opportunity to a section of public opinion in Germany to give open expression to a hostile feeling, the concealment of which any longer appeared superfluous. Happily, the policy of Germany was directed by the Emperor, the Imperial Chancellor, and the Minister for Foreign Affairs, and from the day when the Kaiser telegraphed to the Viceroy of India that blood is thicker than water the Germans have come to understand that the continuance of a Great Britain, and even of a Greater Britain, is for Germany more than an interest, is even a necessity, at any rate for the moment, and, to my great joy, I now mark the disappearance of that hostility which, though perhaps explicable to a certain degree to Germans as an instinctive manifestation of feeling, is not to be justified by the logic of fact or of ideas."

Signor Crispi proceeds to declare that the British conduct of the Transvaal is not to be deplored either by humanitarians or by politicians, points to the perfect freedom conferred by England in all her colonies on foreigners of all races, as contrasted with the exclusive and egotistic system of the Boer. Then follows a weighty passage which demands textual quotation. The writer says:—"I spoke just now of my great joy because an understanding between the Governments of London and Berlin not only corresponds to my personal wishes, but to the material interests of Italy, which possesses in Germany and England the natural allies whom the logic of geography would command to her if the logic of politics did not proclaim it so clearly. But I treat the success of Great Britain in South Africa not alone from the strictly Italian standpoint. It is all too clear that in presence of a Russian Empire, to the growth of which no limit can be assigned, which, but for the Asiatic safety-valve, would already be a permanent danger to Europe, and which, though to-day largely taken up with Asia, may to-morrow become such a danger; in presence, too, of the wonderful vitality of France, which seems to touch the ground, only to rise stronger and more enterprising, as witness her colonial policy alone—I say that, in view of these facts, not only Germany and Italy, but also Austria and the smaller states, would find their position imperilled on the day when the British Power finally fell in ruin, because then the counterpoise would be wanting, and even if the Franco-Russian Alliance did not exist, the European balance of power would be so violently shaken that the Triple Alliance itself—aye, even the victorious Triple Alliance—would not be able to restore it. What harm, what danger, on the other hand, can befall Europe from this victory which consolidates the military position of Great Britain for a long time to come, not only in itself, but by the proof it affords of England's capacity, military as well as otherwise? Certainly no harm, no danger whatever."

Signor Crispi concludes by expressing the earnest hope that the understanding between Germany and England may continue and flourish, and extend even to the Far East, where a most difficult problem lies before the European Powers.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 7th September, 10.35 p.m.

THE EMPEROR TO BE RESCUED.

Sung Fan, the Yun-Kwei Viceroy, started northward on the 5th instant with a large force to rescue the Emperor.

LI HUNG-CHANG GOES NORTH ON TUESDAY.

Li Hung-chang leaves for the north on the 11th instant by the *Anging*, with Chang-Yi, the Director, and Tang, the Manager, of the Northern Chinese Railways.

LOOTING IN PEKING.

There are great complaints of the foreign troops looting in Peking, thus repeating the Tientsin scandal.

AMOY, 9th September, 2.10 p.m.

PEACE AT AMOY.

The Chinese soldiers on guard in the Concession were withdrawn yesterday to the native city. The latter is now quiet.

LONDON, 8th September, 8.15 p.m.

GERMANY AND THE YANGTZE.

The Berlin *Post* says that Germany's interests in the Yangtze region necessitate her partition in the measures for protection.

THE WAR IN SOUTH AFRICA.

LONDON, 8th September, 8.15 p.m.

BRITISH CAPTURE LYDENBURG.

General Hamilton turned the enemy's flank at Lydenburg and General Buller occupied the town. Our casualties were practically nil. The Boers have scattered, and most of their guns and impedimenta have been sent to Krugerspost.

REUTER'S SERVICE.

LONDON, 7th September.

CHINA AND THE POWERS.

It is understood in Washington that the Germans will remain at Peking, even though Russia withdraws, and it is expected the other Powers will act in a similar manner.

THE WAR IN SOUTH AFRICA.

Mr. Steyn is still with Mr. Kruger and persuades him not to surrender while Commandant De Wet is active.

General Buller and Commandant Botha are inactive. Reinforcements have reached the former.

The Ladysbrook relief column fought the Boer rear-guard at Platburg; an artillery duel took place, and the Boers retired.

ARCTIC EXPLORATION.

The Duke of Abruzzi has returned from the Arctic, having reached 13 minutes beyond the Nansen expedition. The pressure of the ice nearly stove the ship.

LATER.

THE POWERS AND CHINA.

It is stated in Washington that Germany has proposed a compromise of a contingent of the representative allies remaining at Peking, the remainder camping at Tientsin until peace is secured. The Imperial family and Ministers will be protected. It is expected that Russia will acquiesce in this arrangement, but it is stated that Great Britain has not yet replied. Lord Salisbury returns to London next week to consult his colleagues.

LATEST STEAMER MOVEMENTS.

The P. & O. steamer *Tientsin* left Singapore for this port on the 7th instant, at 6 a.m.

The Austrian Lloyd's steamer *China* left Kobe, via Moji for this port on the 8th instant, at 6 a.m.

The N. D. L. steamer *König Albert*, which left here on the 5th August, arrived at Genoa on Friday, p.m., the 7th instant.

The N. D. L. steamer *Sachsen*, carrying the German Mail with dates from Berlin of the 20th August, left Colombo on Friday, p.m., the 7th instant, and may be expected here on or about Tuesday, the 18th instant.

The Austrian Lloyd's steamer *Marquis Bayreuth* left Singapore for this port on Saturday night, the 8th inst.

The *Courrier d'Haiphong* learns that the Rev. Pere Vial has been assassinated in Yunnan. He refused to leave the country at the same time as the other Frenchmen. He had been imprisoned with them in the Consulate, but when their departure was decided upon, he believed it to be his duty to stay with his converts. Accordingly he returned to his station, where he had been for many years. News has now been received that the mission has been pillaged and the church burned, while the mob are said to have tortured and killed Pere Vial. This news, however, has not yet been officially confirmed.

NEW ADVERTISEMENTS

TO LET.
No. 47, ELGIN STREET, a SIX-ROOMED HOUSE.
Apply—
AT THE PREMISES.
Hongkong, 10th September, 1900. [2388]

SITUATION WANTED.
CLERK (English), aged 27, desires SITUATION in OFFICE; moderate salary; 10 years' previous experience.
Address—
J. STOCKTON,
Care of Daily Press Office,
Hongkong, 10th September, 1900. [2381]

NOTICE TO MARINERS.
No. 119 (Special).

CHINA SEA.

SHANGHAI DISTRICT.

BUOYAGE OF NORTH CHANNEL ENTRANCE TO THE YANGTZE ADDITIONS AND ALTERATION.

NOTICE is hereby given that two new Buoys have been established in the North Channel, viz:—
SHAWESHAN BANK BUOY: A 10-foot conical, red Buoy surmounted by a black spherical cage, moored in 23 feet of water, with Shaweshan Lighthouse bearing N. 30° W., distant 2.80 miles.
CHI YAO BANK OUTER BUOY: A 6-foot, conical, red Buoy surmounted by a black, inverted frustum cage, moored in 23 feet of water, with Drinkwater Point Lighthouse bearing N. 58° W., distant 7.11 miles.

Also that the *Drinkwater Point* (Fairway) Buoy, No. 23 in the latest published List, has been replaced by a red conical buoy surmounted by a black spherical cage.

REMARKS.
According to the latest soundings, the most direct track, for vessels of heavy draught entering by the North Channel, is to pass between 1 and 2 cables South of Shaweshan Bank Buoy, and steer so as to bring the Buoy to bear East by the time Shaweshan Lighthouse bears N.E., then steer for the Drinkwater Point Buoy, passing 1 cable south of it; from which point a course, made good, of N. 89° W., passing 3 cables south of Chi-yao Bank Outer Buoy, leads seaward into deep water. After deepening to 7 fathoms a mid-channel course may be steered till abreast of Luching Lighthouse, after which the directions given in Notice to Mariners No. 115 (Special) may be followed.

Keeping the track above described, the least depth between the Shaweshan Bank Buoy and the Drinkwater Point Buoy should be 20 feet; between the latter and Chi-yao Bank Outer Buoy 21 feet, increasing to 25 feet when abreast of the last named Buoy.

All bearings given are magnetic and all depths are for low water of spring tides.

A. M. BISBEE,
Coast Inspector.

Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 3rd September, 1900. [2382]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING,"
Captain Hall, will be despatched for the above ports TO-MORROW, the 11th inst., at 11 A.M.

For Freight or Passage, apply to
DOUGLAS LARPAIK & CO.,
General Managers,
Hongkong, 10th September, 1900. [2383]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"SHANSI,"
Captain Carnahan, will be despatched as above on WEDNESDAY, the 12th inst., at DAYLIGHT.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 10th September, 1900. [2382]

FOR SHANGHAI.

THE Steamship

"LYEEMOON,"
Captain G. Houernann, will be despatched for the above port on WEDNESDAY, the 12th inst., at 5 P.M.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to
SIEMSEN & CO.,
Agents,
Hongkong, 8th September, 1900. [2380]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"MARQUIS BACQUEHEM,"
Captain A. Blaffer, will leave for the above places on SUNDAY, the 16th inst., at DAYLIGHT.

For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents,
Hongkong, 10th September, 1900. [2384]

THE HONGKONG WEEKLY PRESS is now ready and contains:—

Leading Articles:—
The Proposed Retreat from Peking.
The New China Blue-book.
The Missionary Question.
The Crisis and the Telegrams.

South Africa:
The Crisis: Telegrams.
Casualties of the North-China Field Force.
Supreme Court.
The Entry into Peking.
The Crisis in China.
The New Royal Naval Canton-Canton.
Amoy.
Swatow.
Formosa.
Manila.
Correspondence.
The Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited.
Hongkong Cricket Club.
The Royal Hongkong Golf Club.
Hongkong Volunteer Corps.
Hongkong and Fort News.
Subscription, \$12 per Annum, payable in advance; postage, 32.
Extra copies 30 cents each. Cash.
Copies can be sent from the Office to subscribers, including postage 34 cents each, for three copies Cash.
Hongkong, 7th September, 1900.

NEW ADVERTISEMENTS

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU,"
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 16th inst., at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents,
Hongkong, 10th September, 1900. [15]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, RYME AND TRIESTE.

(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, Persian Gulf, RED SEA, BLACK SEA, LEBANT, MALTA, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"CHINA,"
Captain R. Mayer, will be despatched as above on MONDAY, the 17th inst.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents,
Hongkong, 11th September, 1900. [6]

AUCTIONS

PUBLIC AUCTION.

MR. GEO. P. LAMMERT has received

THE FOLLOWING

VALUABLE LEASEHOLD PROPERTIES.

Situate at ROBINSON ROAD, Victoria.

Hongkong, in 6 Lots,

ON

FRIDAY,

the 14th September, 1900, at 3 P.M., at his

Sale Rooms, Ice House Lane.

Lot 1.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section A of Inland Lot No. 704, containing an area of 7,576 square feet or thereabouts.

Lot 2.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section B of Inland Lot No. 704, containing an area of 8,705 square feet or thereabouts.

Lot 3.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section C of Inland Lot No. 704, containing an area of 8,328 square feet or thereabouts.

Lot 4.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section D of Inland Lot No. 704, containing an area of 7,020 square feet or thereabouts.

Lot 5.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section E of Inland Lot No. 704, containing an area of 6,778 square feet or thereabouts.

Lot 6.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as The Remaining Portion of Inland Lot No. 704, containing an area of 14,985 square feet.

All the above described Lots are held for the residue of a term of 99 years and are sold subject to the existing Tenancy.

For further particulars, apply to—
C. EWENS,
Vendor's Solicitor,
or to
GEO. P. LAMMERT,
Auctioneer,
Hongkong, 6th September, 1900. [2362]

PUBLIC AUCTION.

THE Undersigned has received instructions

(going to his removal to new premises), to sell by Public Auction, on SATURDAY, the 15th inst., at 11 A.M., at his Store, 39, Queen's Road Central, the portion of his

STOCK-IN-TRADE, FURNITURE, FIXTURES, &c., &c.

TERMS:—As Usual.

V. I. REMEDIOS,
Auctioneer,
Hongkong, 31st August, 1900. [2315]

NOTICE.

APPLICATIONS are invited for the

H.M. NAVAL YARD.

For Particulars, apply personally to the

NAVAL STORE OFFICER between the hours of 9.30 and 11 A.M.

BY ORDER

H. M. Naval Yard,
6th September, 1900. [2376]

VICTORIA RECREATION CLUB.

AQUATIC SPORTS.

THURSDAY, September 26th, at 5 P.M.,

4 Lengths (133 Yards) Race (scratch). Open to Army, Navy and Police. Two Prizes. No Entrance Fee.

FRIDAY, September 21st, at 4.30 P.M., 200 Yards Championship of the Colony, 6 Lengths. Open to all comers. Two prizes. Entrance Fee \$1.00.

Entries for both Races CLOSE on 13th inst.

THOS. YULE,
Hon. Secretary,
Hongkong, 8th September, 1900. [2377]

W. B. REWER & CO.

NEW BOOKS AND NEW EDITIONS.

Brotschneider's Map of China, Revised and Enlarged \$6.50

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European Settlements in the Far East, by D. Warren Smith 3.50

China, the long lived Empire, by Mrs. Sedgwick 5.00

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The Overland to China, by Colquhoun 4.50

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Union Jack Volume II 3.00

Windsor Magazine, Volume II 3.50

Lavengro, by Borrow (Cloth) 1.50

From Sandhill to Pine, by Brets Harte 1.50

Black Heart and White Heart, by Elder Haggard 1.50

Caged, by Headon Hill each

Jan Orber, by Orme Agra each

A Millionaire of Yesterday, L. Oppenheim each

Should Have Spoken, by Esther Miller each

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"LUNION"

FIRE INSURANCE COMPANY, Ltd.
(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY,
Agent,
Hongkong, 1st August, 1900. 2118

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are prepared to ACCEPT RISKS at Current Rates.

SIEMSEN & CO.,
Agents,
Hongkong, 29th May, 1895. [926]

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, S. JACOB & CO.,
Agents,
Hongkong, 2nd April, 1900. [1022]

SUN LIFE ASSURANCE COMPANY OF CANADA.

HEAD OFFICE: MONTREAL.

THE above Company is prepared to issue all approved plans, and will settle claims immediately upon receipt of proof of death, and without reference to the Head Office.

For Rates and other Particulars, apply to
W. J. G. WHILEY, Acting Manager,
8, Praya Central. [872]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1899, £4,409,089.

I. AUTHORIZED CAPITAL, £3,000,000 0 0

SUBSCRIBED CAPITAL, 2,750,000 0 0

PAID-UP CAPITAL, 687,500 0 0

II. FINE FUNDS, 2,731,181 13 7

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents,
Hongkong, 22nd June, 1900. [1872]

SUN INSURANCE OFFICE, LONDON.

FOUNDED 1710.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents,
Hongkong, 16th May, 1892. [25]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÖCKELMANN & CO.,
Agents,
Hongkong, 21st April, 1897. [9]

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The combined ACCIDENT and LIFE POLICY is the MOST ADVANTAGEOUS form of INSURANCE.

A yearly premium of £28 2s. (age 30) secures the following:—
£2,000 in case of death by accident.
£1,000 in case of natural death.
£1,000 in case of permanent total disablement by accident.
£500 in case of partial total disablement by accident.
£50 per week in case of temporary disablement by accident.

Accidents insured against for £4 and £2 per annum (£1,000 in case of death, by weekly payments in case of injury).

For further Particulars apply to
J. J. V. VERNON,
Agent,
Hongkong, 8th June, 1896. [1774]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LARPAIK & CO.,
Agents for the Phoenix Fire Office,
Hongkong, 17th August, 1887. [27]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents,
Hongkong, 16th November, 1872. [24]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.

CAPITAL, £410,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

Wm. MEYERINK & CO.,
Agents,
Hongkong, 18th May, 1900. 1512

NOW READY.

"MOUNTINGS OF THE NAVAL GUNS and their Subsequent Use with the LADYSMITH RELIEF COLUMN."

Being a Lecture by CAPTAIN PERCY SCOTT, R.N. C.B., and CAPTAIN A. H. LIMPUS, R.N. (of H.M.S. Terrible).

The book is printed on art paper, and illustrated with coloured maps and sketches.

Prices \$1 and \$1.50

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INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG and SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
H. M. BEVIS,
Acting Chief Manager,
Hongkong, 26th March, 1900. [18]

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$10,000,000

RESERVE FUND, \$10,000,000

STERLING RESERVE, \$10,000,000

SILVER RESERVE, 2,000,000

RESERVE LIABILITY OF PROPRIETORS, \$10,000,000

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R. SHEWAN, Esq.—Deputy Chairman.
E. Goetz, Esq.
Hon. R. M. Gray
A. Haupt, Esq.
Hon. J. J. Keswick
D. Meyer Moses, Esq.
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R. L. Richardson, Esq.
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HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per Cent. per annum on the daily balance.

On Fixed Deposits:
For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4 per cent. per annum.

H. M. BEVIS,
Acting Chief Manager,
Hongkong, 18th August, 1900. [17]

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL, £1,000,000

PAID-UP CAPITAL, £324,374

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS:
CHAN K. SHAN, Esq., D. GILLIES, Esq.,
CHOW T. SHANG, Esq., J. T. LAUREN, Esq.,
Chief Manager,
GEO. W. F. PLATFAIR.

Interest for 12 Months Fixed, 5%.

Hongkong, 23rd March, 1899. [19]

THE BANK OF TAIWAN (FORMOSA), LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

AUTHORIZED CAPITAL, Yen 5,000,000

PAID-UP CAPITAL, 1,250,000

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JUICHI SOYEDA, Esq., President.
Head Office Manager: HIROMI KAWASAKI, Esq.

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Kobe, Nagasaki, Hakodate, Moji,
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Hongkong, Amoy, Shanghai, Tientsin,
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On Current Account, 4½% per annum

" Savings Bank 5.48% " "

On Fixed Deposits:
For 3 months, 6% per annum

" 6 " 6½% " "

Credits granted on approved Securities and every description of Banking and Exchange business transacted.

Draws granted on the chief commercial places both in Japan and abroad.

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BUSINESS DIRECTORY.

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Auctioneers to the Government, and Share
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Street and Praya Central.

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Auctioneer, Appraiser and Agent,
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Excellent Accommodation, \$2.50 per day.
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Mechanics engaged, Estimates given.

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Chemists and Druggists, High-class Acru-
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WATKINS, LD. APOTHECARIES' HALL, 68,
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Waters, Wines, Beers, Spirits, etc.

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Fine Art, Japanese and Chinese Curios,
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Shanghai, Kobe, Yokohama.

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China Porcelain, Crockery Ware, 59a,
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Milliners, Silk Mercers, Haberdashers.
Low Prices; 37, 39, Wellington Street.

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Merchant Millers, San Francisco.
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A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
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Gold and Silversmith, Silk Dresses, Crêpe
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thers; 88, Queen's Road Central.

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EASTERN ACETYLENE LIGHTING
COMPANY, Head office, 62a, Queen's
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lowest rates.

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erate Rates, 20a, Queen's Road East.

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Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Devel-
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Amateur's Requisites a Specialty.

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Proofs read by Englishman.

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KWONG TAI LOY.
Rattan Furniture, Bamboo, Blinds, Mat-
tings all Colours; 18, Praya Central.

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Dealer in Chinese, Indian and Japanese
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FR. BLUNCK.
Exporter of Real Hand-made Torchon Lace
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Shipbuilders, Sailmakers, Riggers, Com-
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Outfitters, Shirt Makers, Hatters, Hosiers,
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Tailors, Gentlemen's Outfitters, Hatters,
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Cigars, Egyptian Cigarettes, Dealers in
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VICTORIA CIGAR DEPOT.
1 and 2, Leysene Street East. AGENTS FOR
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H. PRICE & CO.
12, Queen's Road
and Calle Antigua, Manila.

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Dealers in
JEWELRY, PEARLS, DIAMONDS,
CURIOS, JADESTONEWARE, CARVED
IVORYWARE, SILKS, and GRASS
CLOTHES.
AND
GENERAL EXPORTERS.

We beg to inform the Ladies and Gentlemen
of this Colony that we commenced business on
the 11th April, 1900, and we solicit their kind
patronage.

No. 1 & 3, D'Almeida Street.
Behind Hongkong Dispensary.
Hongkong, 5th April, 1900. [1910]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.
Absolutely Smokeless and Water-resisting
The Best NITRO-POWDER IN THE WORLD.
PRICE OF 12-BORE CARTRIDGES:—
Loaded with With Powder
Powder only. and 1 oz. of Shot.
Primrose Cases \$5.65
Pegamoid Cases 6.25
Ejector Brass Cases 6.90
5 per cent. discount on orders of 1,000 and over.

Apply to
Wm. SCHMIDT & CO.,
Gunmakers,
Hongkong.
Hongkong, 27th July, 1897. [1877]

CARMICHAEL & BARLOW,
CONSULTING ENGINEERS, SURVEYORS, AND
CONTRACTORS.
QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for
any class of Steamships, Launches and
light-draught vessels a specialty. Contractors
for the supply and erecting of any type of
machinery. New work and repairs supervised.
New and second hand Launches for Sale.
Telegrams: "CARBORN," Hongkong.
Telephone: 232.
H. F. CARMICHAEL,
B. J. BARLOW.
Hongkong, 1st June, 1899. [1837]

THE RELIEF OF PEKING.

The following account was given to the N. C.
Daily News by the Rev. A. H. Smith, author
of Chinese Characteristics and Village Life in
China:—

The siege had already lasted fifty-four days.
The morning of Sunday, August 12th, brought
little relief from the long tension which had
preceded it. There had been intermittent heavy
firing upon the Legations during the night,
with brief intervals of quiet. Several Lega-
tions had been more severely attacked than
usual. An Austrian had been wounded, a Ger-
man likewise, but more seriously, and a French-
man killed. Besides this there was a Russian
wounded on the City Wall, one of the most
important posts of all.

One of the rare individuals who contrived to
break through the numerous Chinese restrictive
barriers, and smuggle a few eggs within the
lines (at four cents a piece) brought the story
that there had been a great battle yesterday at
Changchiawan, and that 3,000 Chinese had
been killed. Of course this may be true, and
of course, as we have had abundant evidence, it
may be a mere fabrication. One of the dis-
advantages of a siege is that in the course of it
truth and fiction are opposite phases of the same
die. It is also affirmed that Jung Lu had taken
poison once more. The day was very hot. Early
in the afternoon there was a savage attack upon
the British Legation from the south-west, as so
often before. We were used to them now, and
like Mr. Wilfer with his daughters, merely ob-
serve: "Oh! here comes another one of them."

The special excitement of the day was another
letter from the Tsungli Yamen, asking for an
appointment for a meeting with the Ministers
to discuss a cessation of hostilities. This of
course meant no more attacks, so that we might
"rest our hearts down into the abdomen" as the
Chinese phrase runs, knowing that all would be
peace. Alas! We have had an extended ex-
perience of the duplicity of the Tsungli Yamen,
and we are never sure just what their next move
is to be and neither, to tell the truth, are they.
To emphasise the proposals for "peace" there
came another furious attack in the afternoon,
and one of the machine-guns was turned that
way with its heavy boom as five simultaneous
shots took effect. This always seemed to have a
quieting effect upon the rifle firing, but it was
less efficient now. The main topic of public
discussion was what is to be done about the
proposals for an interview with the Tsungli Ya-
men. To many it seemed almost a scandal
that in view of past perfidy there should be any
talk about even so much as an interview. But
the only reason for refusing the repeated and
urgent efforts of the Yamen to get the foreign
Ministers to leave Peking was the claim that
they might be useful at their posts when negotia-
tions should arise. To decline now any such
negotiations in advance would obviously put
the Foreign Ministers in the wrong.

A note was sent agreeing to a meeting, but the
place remained uncertain. On some accounts
the German Legation, now in ruins, seemed the
best fitted for the purpose, but to this there were
objections. There was also good reason for not
admitting the Yamen Ministers within the
British Legation, especially as they might come
largely attended, and it would be difficult to
prevent the attendants from seeing more than
was desirable. It was decided to meet them
outside the British Legation, on the bank of
the canal, where a mat-laid had been put up
for such uses many weeks ago, and afterwards
dismantled when it was seen to be useless. But
about half-past ten o'clock there arrived a note
from the Yamen to say that inasmuch as the
Foreign Ministers had re-opened hostilities, and
had killed a captain of Chinese troops and twenty-
six of his men, and as the Yamen Minister were
"very busy," the Ministers would not come! This
was most disappointing, as the only thing ex-
pected (or indeed desired) from the conference was a
cessation of the continuous attacks, which was
indefinitely postponed. A story was in circula-
tion that the officer and men alleged to have
been killed by us were some of those who have
been so furiously assailing us for the past eight
and forty hours. As they shoot only from be-
hind small loopholes, it is very unlikely that so
many have been killed and there is no evidence
that their casualties are greater than ours.
During the night a still fiercer attack was ex-
pected, and we were not disappointed. Early
in the evening it began in a storm, and was
kept up with brief intermissions all night. If
the onsets could be distinguished the one from
the other, there were about six before daylight,
but it was practically a continuous and a mur-
derous fusillade, evidently with new weapons, and
the determination was to do much harm as pos-
sible. This had been foreseen, and all the avail-
able machine guns had been placed in position to
meet the enemy in case there should be a rush.
The long disused gun-platforms on the wall of
the Imperial city to the north, were provided
with a shell-gun which threw shells into the
Legation all night, one of which fell in a dress-
ing-room of the British Minister's house, and
another in the main gate-way of the Legation,
but in each case without damage. During the
continuance of the most furious attack the bell
in the toll-tower tolled as alarm intended to
call every one to his post, the first instance of
such an alarm for many weeks, and when this
was over without result, the volunteers retired
once more to such rest as was possible. Three
hours later a second alarm more imperative

PROFESSIONAL NOTICE.

DENTON E. PETERSON,
DOCTOR OF DENTAL SURGERY,
9, VICTORIA TERRACE, Tientsin,
10, DES VOEUX ROAD, CENTRAL, HONGKONG.

DR. PETERSON HAS RESUMED HIS
DENTAL PRACTICE in South China
and may be consulted at
10, DES VOEUX ROAD, CENTRAL, 1ST FLOOR.
Hours 10 A.M. to Noon, 2 to 5 P.M.
The Doctor is at present in Swatow.
Hongkong, 28th August, 1900. [2232]

YUBARI AND SORACHI
COALS.

HOKKAIDO TANKO TETSUDO

KAISHA.

(HOKKAIDO COLLIERY AND RAILWAY CO.)

CAPITAL ANNUAL OUT-PUT

YEN 12,000,000 800,000 TONS.

PORTS OF EXPORT—

OTARU AND MUKOSEN.
THE celebrated Yubari and Sorachi Coals are
widely known as the best and most econ-
omical Japanese Coals. The Coals can be ob-
tained at Tokyo, Yokohama, Otaru, Murokan,
Shanghai, Hongkong, and other principal ports.
OFFICE: MINAMI IYAMACHI, TOKYO,
JAPAN.
Telegrams: "TANKO," TOKYO.
HUGHES & HOUGH,
Agents for Hongkong. [49]

BOMBAY-BURMAH TRADING COR-
PORATION, LIMITED.
BANGKOK AND BANGGON.

TEAK SQUARES, PLANKS, BOARDS AND SCAL-
TINGS, PLANED, TONGUED, AND GROOVED
BOARDS, JOINTS, FLOORING, CEILING, WALLING,
&c. TEAK SHINGLES FOR ROOFING.
PINKADOE RAILWAY SLEEPERS for all
GAUCHARS.
Rates Supplied and Orders Booked by
JARDINE, MATHESON & CO.
Hongkong, 3rd May, 1895. [1633]

PUBLIC COMPANIES

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS
are requested to send in a Statement of
Business contributed during the Half-Year
ending 30th June, 1900, on or before the 15th
September, on which date the Accounts will
be CLOSED.

By Order of the Board of Directors.
THOS. I. ROSE,
Secretary.
Hongkong, 24th August, 1900. [2279]

GREAT EASTERN AND CALEDONIAN
GOLD MINING COMPANY,
LIMITED.

NOTICE is hereby given that SCRIPS
Number 1,260 to 1,262 for 300 SHARES
of the above Company, numbered 119,681 to
119,683, in the name of S. Y. TONG, of Tien-
tsin, and that SCRIPS Number 1,263 to 1,274
for 60 Shares of the above Company, numbered
120,583 to 121,182, in the name of LIANG YU
TONG, of Tientsin, having been LOST. New
SCRIPS for same will be issued after One month
from the date hereof, and the Original Scrrips
will be considered by the Company as null and
void, and all persons are hereby warned against
accepting or negotiating same.

LUTGENS, EINSTAMANN & CO.,
General Agents.
Hongkong, 30th August, 1900. [2311]

TEBRAU PLANTING COMPANY,
LIMITED.

NOTICE is hereby given that the FINAL
CALL of \$1 per Share has been made
in respect of the Shares not fully paid up, and
that such CALL is PAYABLE on 5th
October, next, to the undersigned at the
Registered Office of the Company, 38 and 40,
Queen's Road Central, Hongkong.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 4th September, 1900. [2347]

TO LET.

"THE EYRIE."
A T the PRACE, close to summit; delightfully
cool and healthy.
TO BE LET, FURNISHED.
Immediate possession can be had.
For Particulars, apply to—
R. C. WILCOX,
8, Beaconsfield Arcade.
Hongkong, 15th June, 1900. [1757]

TO LET OR FOR SALE.

THE VILLA LUCIA, PORTULAM.
For Terms, &c., apply to
D. MUSSO & CO.,
No. 268, Praya West.
Hongkong, 14th August, 1900. [2209]

TO LET.

A FURNISHED FOUR ROOMED
HOUSE at ROBINSON ROAD, from
1st October, for Three months or more.
Apply by letter to—
A.
Care of Daily Press Office.
Hongkong, 7th September, 1900. [2369]

TO LET.

A SIX-ROOMED HOUSE on PEAK ROAD
nearing completion.

Also
No. 3, RICHMOND TERRACE.

Apply to—
HUMPHREYS ESTATE & FINANCE
CO. LIMITED.
Hongkong, 3rd September, 1900. [1871]

TO LET.

ONE LARGE ROOM (THIRD FLOOR,
13, PRAYA CENTRAL, now known as
20, DES VOEUX ROAD CENTRAL, ROOMS on
2ND FLOOR.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 13th June, 1900. [61]

TO LET.

WITH IMMEDIATE POSSESSION.
A SPACIOUS ROOM, suitable for an
OFFICE, on N.E. corner of Third
FLOOR, PAINE'S BUILDINGS.
Apply to—
S. J. DAVID & CO.
Hongkong, 16th July, 1900. [1945]

TO LET.

A FURNISHED ROOM with Board with
an English Family. House situated on
the higher levels. Suitable for a Young Man.
Apply to—
L.
Care of Office of this Paper.
Hongkong, 4th September, 1900. [2346]

BOARD AND APARTMENTS at Kowloon
for Married or Single.
Apply—
"BERYL,"
Garden Road, Kowloon.
Hongkong, 6th June, 1900. [1674]

BOARD AND RESIDENCE.
COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER.
Hongkong, 1st January, 1892.

BOARD AND RESIDENCE.
MRS. SIDNEY JEFFREY,
"VERITAS,"
BRANCH ROAD WEST,
FELIXSTOWE, SUFFOLK,
ENGLAND.
Hongkong, 28th August, 1900. [2203]

BOARD AND RESIDENCE.
MRS. SIDNEY JEFFREY,
"VERITAS,"
BRANCH ROAD WEST,
FELIXSTOWE, SUFFOLK,
ENGLAND.
Hongkong, 28th August, 1900. [2203]

BOARD AND RESIDENCE.
MRS. SIDNEY JEFFREY,
"VERITAS,"
BRANCH ROAD WEST,
FELIXSTOWE, SUFFOLK,
ENGLAND.
Hongkong, 28th August, 1900. [2203]

BOARD AND RESIDENCE.
MRS. SIDNEY JEFFREY,
"VERITAS,"
BRANCH ROAD WEST,
FELIXSTOWE, SUFFOLK,
ENGLAND.
Hongkong, 28th August, 1900. [2203]

BOARD AND RESIDENCE.
MRS. SIDNEY JEFFREY,
"VERITAS,"
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FELIXSTOWE, SUFFOLK,
ENGLAND.
Hongkong, 28th August, 1900. [2203]

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Hongkong, 28th August, 1900. [2203]

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ENGLAND.
Hongkong, 28th August, 1900. [2203]

BOARD AND RESIDENCE.
MRS. SIDNEY JEFFREY,
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FELIXSTOWE, SUFFOLK,
ENGLAND.
Hongkong, 28th August, 1900. [2203]

BOARD AND RESIDENCE.
MRS. SIDNEY JEFFREY,
"VERITAS,"
BRANCH ROAD WEST,
FELIXSTOWE, SUFFOLK,
ENGLAND.
Hongkong, 28th August, 1900. [2203]

NOTICES TO CONSIGNEES

FROM HAMBURG, PENANG, AND
SINGAPORE.

THE H.A.L. Steamship

Captain, Sachs, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before 5 P.M.,
TO-DAY.

Any Cargo impeding her discharge will be
landed onto the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after 14th inst. will be subject to
rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 14th inst., at 3 P.M.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via PORTS OF CALL	PARADIMATTA	Brit. str.	—	A. Symons	P. & O. S. N. Co.	On 15th inst. at Noon.
LONDON via SUEZ CANAL	GLAUCUS	Brit. str.	—	Barwise	BUTTERFIELD & SWIRE	On 18th inst.
LONDON	SHANGHAI	Brit. str.	—	A. F. Street	P. & O. S. N. Co.	On or about 20th inst.
LONDON via SUEZ CANAL	ALCINOUS	Brit. str.	—	Pullford	BUTTERFIELD & SWIRE	On 2nd Oct.
LONDON via SUEZ CANAL	PATROCLUS	Brit. str.	—	Dickens	BUTTERFIELD & SWIRE	On 16th Oct.
LIVERPOOL DIRECT	HECTOR	Brit. str.	—	Harr	BUTTERFIELD & SWIRE	On 20th inst.
BREMEN via PORTS OF CALL	PREUSSEN	Ger. str.	—	H. Kirchner	MEMORABLES & CO.	On 20th inst. at Noon.
MARSEILLES, &c. via PORTS OF CALL	YARRA	Fr. str.	—	Schmitz	MEMORABLES MARITIMES	To-day, at 1 P.M.
MARSEILLES, &c.	KAWACHI MARU	Jap. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On 21st inst. at Daylight.
TRIESTE, &c. via PORTS OF CALL	CHINA	Ger. str.	—	R. Mayer	SANDER, WIELE & CO.	On 17th inst.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	Brann	CARLOWITZ & CO.	On 18th inst.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 2nd Oct.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 21st Oct.
HAVRE & HAMBURG	AFRIDI	Ger. str.	—	Schneider	CARLOWITZ & CO.	On or about 30th Oct.
NEW YORK via SUEZ CANAL	ORWELL	Brit. str.	—	Dowell & Co. Limited	On or about 12th inst.	
NEW YORK via SUEZ CANAL	GLORIEUX	Brit. str.	—	Shevan, Tomes & Co.	On or about 15th inst.	
NEW YORK via SUEZ CANAL	ASTORIA	Brit. str.	—	J. Truebridge	On or about 25th inst.	
NEW YORK via SUEZ CANAL	OLYMPIA	Brit. str.	—	CARLOWITZ & CO.	On or about 10th Oct.	
VICTORIA, B.C. & TACOMA via SHANGHAI	EMPEROR OF JAPAN	Brit. str.	—	G. A. Lee, R.N.R.	CANADIAN PACIFIC R. CO.	On 13th inst.
VANCOUVER via SHANGHAI, &c.	SKARPSNO	Brit. str.	—	J. Kennedy	T. L. STEVENS & CO.	Quick despatch.
PORTLAND, OREGON, &c.	MONMOUTHSHIRE	Brit. str.	—	J. Kennedy	DOWELL & CO. LIMITED.	On 20th Oct.
SAN FRANCISCO via SHANGHAI, &c.	CITY OF PEKING	Amr. str.	—	J. Kennedy	PACIFIC MAIL S. S. CO.	On 13th inst.
SAN FRANCISCO via AMOY, &c.	AMERICA MARU	Jap. str.	—	J. Kennedy	TOY KISEN KAISHA	On 12th inst. at Daylight.
SAN FRANCISCO via NAGASAKI, &c.	GAELIC	Brit. str.	—	J. Kennedy	O. & O. S. N. CO.	On 27th inst. at Noon.
SAN DIEGO, &c. via SHANGHAI, &c.	BERGENHUS	Brit. str.	—	J. Kennedy	BUTTERFIELD & SWIRE	On 25th inst.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	—	Nelson	BUTTERFIELD & SWIRE	On 20th inst. at Noon.
AUSTRALIAN PORTS	SHINANO MARU	Jap. str.	—	Nelson	NIPPON YUSEN KAISHA	On 20th inst. at Noon.
YOKOHAMA & KOBE	MARQUIS BACQUEHEM	Brit. str.	—	Nelson	SANDER, WIELE & CO.	On 15th inst. at Daylight.
YOKOHAMA via NAGASAKI & KOBE	ROSETTA	Brit. str.	—	Nelson	P. & O. S. N. CO.	On or about 16th inst.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Nelson	NIPPON YUSEN KAISHA	On 20th inst. at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	—	Nelson	MEMORABLES MARITIMES	On or about 10th inst.
SHANGHAI	LYNNHOLM	Brit. str.	—	Nelson	BUTTERFIELD & SWIRE	On 12th inst. at Daylight.
SHANGHAI	TIENTSIN	Brit. str.	—	Nelson	SIEMSEN & CO.	On 12th inst. at 5 P.M.
SHANGHAI & KOBE	BENGAL	Brit. str.	—	Nelson	P. & O. S. N. CO.	On or about 13th inst.
SHANGHAI	MELBOMENE	Brit. str.	—	Nelson	P. & O. S. N. CO.	On or about 15th inst.
SHANGHAI	HAICHING	Brit. str.	—	Nelson	SANDER, WIELE & CO.	On 13th inst. at 4 P.M.
SWATOW, AMOY & POOCHOW	MAIDZURU MARU	Jap. str.	—	Nelson	DONALD LARSEN & CO.	To-morrow, at 11 A.M.
SWATOW, AMOY & TAMSUI	ESMERALDA	Jap. str.	—	Nelson	MIYU BUSSAN KAISHA	On 16th inst. at Daylight.
SWATOW, AMOY & TAIWANFOO	TAIWAN	Jap. str.	—	Nelson	MIYU BUSSAN KAISHA	On 19th inst. at Daylight.
MANILA DIRECT	ESMERALDA	Jap. str.	—	Nelson	SHAWAN, TOMES & CO.	On 12th inst. at 5 P.M.
MANILA	TAIWAN	Jap. str.	—	Nelson	BUTTERFIELD & SWIRE	On 20th inst. at Noon.
SINGAPORE, PENANG & BOMBAY	ESMERALDA	Jap. str.	—	Nelson	CARLOWITZ & CO.	To-morrow, at Noon.
BOMBAY via SINGAPORE & COLOMBO	ESMERALDA	Jap. str.	—	Nelson	NIPPON YUSEN KAISHA	On 13th inst. at Noon.

SHIPPING.

ARRIVALS.
 Sept. 8, NUBARI, British transport, 2870, J. E. Sandilands, Taku 2nd-September.
 Sept. 8, TRYM, Norwegian str., 710, Dahl, Canton 7th September, General.—ORDER.
 Sept. 8, TRIER, Norwegian steamer, 2116, H. Wold, Kuchimoto 4th September, Coal.—MITSUI BUSSAN KAISHA.
 Sept. 8, PHRA C. C. KLAO, British str., 1013, McLellan, Koh-si-chung 2nd Sept., Rice.—BUTTERFIELD & SWIRE.
 Sept. 8, MOHAWK, British transport, 4212, F. W. Tubb, Calcutta 28th August.
 Sept. 9, CLARA, German str., 675, Hansen, Haiphong and Hoihow 8th Sept., General.—JENSEN & CO.
 Sept. 9, HAICHING, British str., 1267, T. P. Hall, Foochow 6th Sept. and Amoy 7th, General.—DOUGLAS LARSEN & CO.
 Sept. 9, HATING, French steamer, 750, Bust, Haiphong and Hoihow 8th Sept., General.—A. R. MARTY.
 Sept. 9, KWANGLEE, British str., 1467, R. L. Lincoln, Shanghai 6th Sept., General.—CHINESE.
 Sept. 9, NANYANG, German str., 983, Th. Lehmann, Saigon 4th Sept., Rice.—SEMSSEN & CO.
 Sept. 9, YARRA, French str., 4295, Schmitz, Yokohama 31st August, Mails and General.—MESSAGERIES MARITIMES.
 Sept. 9, MYADE, U.S. transport, 3072, George Wilson, Manila 6th September.
 Sept. 9, SAINT ANDREW, British transport, 6914, E. W. Fitzgerald, Calcutta 27th August.
 Sept. 9, PROTECTOR, British gunboat, 700, W. R. Creswell, C.M.G., Adelaide 6th August, Sydney 12th, Brisbane 16th, Townsville 15th, Thursday Island 23rd and Melbourne 5th September.

CLEARANCES.

At the Harbour Master's Office, 8th September.
 Fines, Dutch str., for Kuchimoto.
 Serbia, German str., for Nagasaki.
 Independent, German str., for Samarang.
 Tenant Maru, Japanese str., for Swatow.
 Hongkong, French str., for Hoihow.
 Trym, Norwegian str., for Chefoo.
 Ten O'Shauler, Amr. ship, for New York.

DEPARTURES.

Sept. 7, JAVA, British str., for London.
 Sept. 8, DECEDE, French gunboat, for Taku.
 Sept. 8, HERMES, Norw. str., for Hongkong.
 Sept. 8, TAICHOW, British str., for Singapore.
 Sept. 8, DUKE OF FIFE, Brit. str., for Tacoma.
 Sept. 8, LYNNHOLM, German str., for Canton.
 Sept. 8, ALBIE, British str., for Sydney.
 Sept. 8, MALOON, British str., for Swatow.
 Sept. 8, LIGHTNING, British str., for Calcutta.
 Sept. 8, FUSHUN, British str., for Shanghai.
 Sept. 8, PEICHING, British str., for Haiphong.
 Sept. 9, SERBIA, German str., for Nagasaki.
 Sept. 9, INDEPENDENT, Ger. str., for Samarang.
 Sept. 9, TAMSUI MARU, Jap. str., for Swatow.
 Sept. 9, HONGKONG, French str., for Hoihow.
 Sept. 9, TRYM, Norw. str., for Chefoo.
 Sept. 9, TAM O'SHAULER, Amr. sh., for New York.

VESSELS IN DOCK.

At the Harbour Master's Office, 8th September.
 Kowloon Docks.—U.S.S. Monterey, Argus, Esmeralda, Longwood, Olympia, Kong Beng, Canning, Tai On, Pukshan.
 COSMOPOLITAN Dock.—Stanfield, Nanshan.

SHIPPING REPORTS.

The British steamer *Phra C. C. KLAO*, from Koh-si-chung 2nd Sept., had first part of passage light and calm. From Cape Padaran to port light N. to N.E. wind and heavy rain squalls.
 The British steamer *Kwonglee*, from Shanghai, had variable winds to Peashan Island, thence to port, strong N.E. winds and moderate following seas; fine and clear weather throughout.
 The British steamer *Haiching*, from Foochow 6th Sept. and Amoy 7th, had light variable winds and smooth sea to Amoy. From Amoy to port moderate N.E. breeze, fine and clear weather throughout. Steamers in Amoy—*Pao-feng*, *Cheung Hock Kian*, *Kueiyang*, *Anping*, *Tientsin*, British cruiser *Isis*, Amr. gunboat *Cassini*, German cruiser *Schulze* and *Iger*, Russian flag ship *Burik*, Japanese warships *Jabou*, *Jakachio*, *Ikenami* and *Ishikawa*.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
 NOWOOD, British ship, Tios Roy.—Order.
 PRINCE RICKMERS, German ship, Scholer.—Arnhold, Karberg & Co.
 AUSTRALIAN, British steamer, Helms.—Gibb, Livingston & Co.
 LIGHTNING, British str., Spence.—D. SASSOCK, Sons & Co.

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.
 PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 10th September, 1900, at 1 P.M., the Company's Steamship "YARRA" Captain Schmitz, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via Bombay.
 This steamer connects at COLOMBO with the s.s. *Ville de la Ciotat*, which vessel takes on her Passengers and Mails, leaving that port on the 22nd September direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
 Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 9th Sept. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.
 For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.
 Hongkong, 23rd August, 1900.

FOR PORTLAND, OREGON.

(Booking Cargo for SAN FRANCISCO and OVERLAND POINTS).

THE Steamship

"SKARPSNO" due here Monday Next, the 10th inst. For Freight Rates, apply to T. M. STEVENS & CO., 4, Queen's Road Central, Hongkong, 6th September, 1900. [2365]

NAVIGAZIONE GENERALE ITALIANA (FIORIO AND RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to APEN, SUEZ, PORT SAID, MESSINA, NAPLES, LONDON and GENOA, also VENICE and TRIESTE, all MED. TERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO.
 Taking Cargo at through rates to PERSEAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BISAGNO" Captain Maranzini, will be despatched as above on TUESDAY, the 11th inst. at Noon.
 At Bombay the steamer is discharging in Victoria Dock.
 For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 5th September, 1900. [7]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship

"ESMERALDA" Captain Geo. T. Blaxland, will be despatched as above on WEDNESDAY, the 12th September, at 5 P.M.
 This steamer has Superior accommodation for Passengers and is fitted with the Electric Light.
 A doctor is carried.
 For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 8th September, 1900. [2361]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship

"MELBOMENE" Captain C. Matcovich, will leave for the above place on THURSDAY, 13th inst. at 4 P.M.
 For Freight or Passage, apply to SANDER, WIELE & CO., Agents.

Hongkong, 8th September, 1900. [6]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—5,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

"EMPEROR OF JAPAN" Cmdr. Geo. A. Lee, R.N.R. WEDNESDAY, 26th Sept. 1900
 "EMPEROR OF CHINA" Cmdr. R. Archibald, R.N.R. WEDNESDAY, 24th Oct. 1900
 "EMPEROR OF INDIA" Cmdr. O. P. Marshall, R.N.R. WEDNESDAY, 21st Nov. 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
 Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder Street.

Hongkong, 30th August, 1900. [9]

HAMBURG-AMERIKA LINIE

NORDDEUTSCHER LLOYD

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
SIBIRIA	HAVRE & HAMBURG	On 18th } Freight and
Capt. Brann	(London with transshipment in Hamburg)	September } Passage
SAXONIA	HAVRE & HAMBURG	About 2nd } Freight
Capt. Jager	(London with transshipment in Hamburg)	October }
ASTORIA	NEW YORK via SUEZ CANAL	About 10th } Freight
Capt. Hildebrandt		October }
DAMBERG	HAVRE & HAMBURG	About 21st } Freight
Capt. Jacobs	(London with transshipment in Hamburg)	October }
KONIGSBERG	HAVRE & HAMBURG	About 30th } Freight and
Capt. Schuler	(London with transshipment in Hamburg)	October }

* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.
 For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.
 OSTASIATISCHER FRACHTDAMPFER DIENST.
 Hongkong, 10th September, 1900. [13]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
HIROSHIMA MARU	BOMBAY, SINGAPORE and CO.	THURSDAY, 13th Sept. at
S. Yoshizawa	LUMBO	NOON.
YAWATA MARU	NAGASAKI, KOBE and YOKO-	THURSDAY, 20th Sept. at
A. E. Moses	NAMA	NOON.
KAWACHI MARU	MARSEILLES, LONDON, and	FRIDAY, 21st Sept. at
J. S. Thompson	ANTWERP, via SINGAPORE, HANG, COLOMBO & PORT	DAYLIGHT.
SHINANO MARU	SYDNEY and MELBOURNE, via	FRIDAY, 28th Sept. at
	MANILA/THURSDAY ISLAND, TOWNSVILLE & BRISBANE.	4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Japan, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
 For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.
 Hongkong, 4th September, 1900. [12]

VESSELS ON THE BERTH

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI & KOBE	TIENTSIN F. J. Fox	{ About 15th Sept. }	Freight.
LONDON &c.	PARAMATTA A. Symons	{ Noon, 14th Sept. }	See Special Advertisement.
SHANGHAI	BENGAL S. Barcham	{ About 15th Sept. }	Freight or Passage.
YOKOHAMA VIA NA- GASAKI & KOBE	ROSETTA C. C. Talbot, R.N.E.	{ About 14th Sept. }	(Passing through the Inland Sea.) Freight or Passage.
LONDON	SHANGHAI A. F. Street	{ About 24th Sept. }	Freight or Passage.

For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 10th September, 1900. [1]

NORTHERN PACIFIC

STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO. FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer	Tons	Captain	Proposed Sailing	Steamer	Tons	Captain	Proposed Sailing
OLYMPIA	2,337	J. Truebridge	Sept. 13	MONSIEUR	2,372	J. Kennedy	Oct. 29
GLENOCLE	3,750	W. Frakes	Sept. 18				
QUEEN ADELAIDE	2,533	F. McNair	Sept. 29				

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 247.
 Excellent accommodation. First class Table. Doctor and STEWARDESS carried.
 Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.
 HONGKONG TO NEW YORK, 441.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, 428.
 The best route to the KODIAC GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DEXA and St. MICHAEL.

HONGKONG TO YELLOWSTONE PARK AND BACK, 465 10s. 0d.
 This route covers the ocean voyage to TACOMA or PORTLAND and back, Railway from TACOMA or PORTLAND to CENABAR and return, Sleeping and Dining Car accommodation, Tacoma or Portland to Livingston and return, and Stage Coach transportation, Cinnabar to Mammoth Hot Springs, Norris, Fountain and Upper Geysers Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotels.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 31st August, and will be good for re-embarkation at N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park. The round trip can be made within three months.

Rates of Passage to other Ports on application.
 A Special rate allowed to members of Government Service.
 For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 5th September, 1900. [10]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"INDUS" will be despatched for the above ports on or about MONDAY, the 10th instant, instead of as previously notified.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 7th September, 1900.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"AFRIDI" will be despatched for the above port on or about the 12th instant, and will be followed by the Steamship

"MARIA DE LARRINAGA" on or about the 25th instant.

For Freight, apply to DODWELL & CO., Ltd., Agents.

Hongkong, 6th September, 1900.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAMFOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"PARRAMATTA" Captain A. Symonds, carrying Her Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 15th September, 1900, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay without transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 3rd September, 1900.

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ.

THE Steamship

"GLENESK" will be despatched for the above port on or about 15th September, 1900.

To be followed by Steamship "ANAPA" about 15th October.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 20th August, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS" Captain Barrow will be despatched as above on TUESDAY, the 18th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th August, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT (TAKING CARGO AT LONDON RATES.)

THE Company's Steamship

"HECTOR" Captain Barr will be despatched as above on THURSDAY, the 20th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th August, 1900.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN FRANCISCO.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

"BERGENHUS" 3,000 Tons, on 25th Sept.

THE Steamship "BERGENHUS" will be despatched for SAN DIEGO and SAN FRANCISCO, via SHANGHAI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 25th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th August, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ALCINOUS" Captain Palford will be despatched as above on TUESDAY, the 2nd October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th August, 1900.

VESSELS ON THE BERTH.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) WEDNESDAY, Sept. 12, 1900, at DAY-LIGHT.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at NOON.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 30, 1900, at NOON.

THE Twin-Screw Steamship

"AMERICA MARU" will be despatched for SAN FRANCISCO via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on WEDNESDAY, the 12th Sept., 1900, at DAYLIGHT, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 20th August, 1900.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GABLIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Sept. 27, at NOON.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 23, at NOON.

CORPIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 17, at NOON.

THE Company's Steamship "GABLIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 27th September, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office, until FIVE p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

J. S. VAN BUREN, Agent.

Hongkong, 7th September, 1900.

VESSELS ON THE BERTH.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at NOON.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Nov. 8, at NOON.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 18th September, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 20th August, 1900.

THE OSAKA SHOSSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU" Captain S. Asumi will be despatched for the above ports on WEDNESDAY, the 19th Sept., at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 5th September, 1900.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ORWELL" will be despatched as above on or about the 25th instant.

For Freight, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 5th September, 1900.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ASTORIA" Capt. Hildebrandt will be despatched for the above port on or about 10th October.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 31st August, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PATROCLOS" Captain Dickens will be despatched as above on TUESDAY, the 10th October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th September, 1900.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with LONDON, CHINA, and JAPAN. The Line's fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan, Hongkong, 4th August, 1897.

HONGKONG.

STEAMERS.

America Maru, Jap. str., 3,353, Going, Sept. 1.

Toyo Kisen Kaisha

Bismarck, Italian str., 1,510, Maganzini, Sept. 3.

Carlowitz & Co.

China, German steamer, 1,113, Voss, Sept. 6.

Siemens & Co.

Clara, German steamer, 975, Hansen, Sept. 9.

Jensen & Co.

Deutscher, German str., 1,001, Peterson, Sept. 7.

Siemens & Co.

Esmeralda, British str., 965, Blackland, Aug. 31.

Shevan, Tames & Co.

Flores, Dutch steamer, 2,828, Ounchand, Sept. 1.

Butterfield & Swire

Hatching, British str., 1,267, Hall, Sept. 9.

Douglas Lapraik & Co.

Hating, French steamer, 750, Bast, Sept. 9.

A. R. Marty

Iburi Maru, Jap. str., 1,564, Okuma, Sept. 5.

Japanese

Kara, British steamer, 1,507, Griffiths, Sept. 2.

Kong Bore, German str., 862, Fuels, Aug. 23.

Butterfield & Swire

Kwanda, British str., 1,467, Lincoln, Sept. 9.

Chinese

Loongmoo, Ger. str., 1,245, Schulz, Aug. 24.

Siemens & Co.

Loyal, German str., 1,237, Lorenzen, Aug. 20.

Sander, Wier & Co.

Nanyang, Ger. str., 983, Lehmann, Sept. 9.

Siemens & Co.

Olympia, British str., 1,730, Truebridge, Sept. 3.

Doddwell & Co., Limited

Pakeham, British str., 1,235, Jenkins, Aug. 31.

Bradley & Co.

Patroclus, British str., 3,548, Dickens, Sept. 7.

Butterfield & Swire

Phar, British str., 1,012, McLellan, Sept. 8.

Butterfield & Swire

Pharmaz, German str., 1,021, Calder, Sept. 6.

Melchers & Co.

Shansi, British str., 1,250, Carnagham, Sept. 7.

Butterfield & Swire

Tiger, Norwegian str., 2,110, Wold, Sept. 8.

Mitsui Bussan Kaisha

Yarra, French str., 2,014, Schmitz, Sept. 9.

Messageries Maritimes

SAILING VESSELS.

Bittern, British str., 339, Askin, Aug. 28.

Siemens & Co.

Hamburg, British str., 1,649, Caldwell, Aug. 30.

Standard Oil Co.

Manuel, Spanish str., 1,650, Small, Aug. 30.

Standard Oil Co.

Norwood, British str., 1,593, Roy, July 31.

Order

Peter Riekmers, Ger. str., 2,751, Scholer, Aug. 11.

Standard Oil Co.

President, British str., 750, Munro, Aug. 24.

Siemens & Co.

Sachem, Amr. bark, 1,267, Nickles, July 12.

Standard Oil Co.

Saracene, Amr. bark, 38, Bartley, Aug. 15.

Standard Oil Co.

Sierra Estrella, British str., 1,397, Farmer, July 8.

Doddwell & Co., Limited

Stanfield, British bark, 562, Wilson, June 22.

Order

Tugallant, Amr. bark, 1,200, Suvault, Aug. 31.

Order

Westgate, British str., 1,830, Neville, Aug. 9.

Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 2,000 h.p., Comdr. C. G. F. M. Craddock, at Shanghai.

Algerine, sloop, 6 guns, 1,109 h.p., Comdr. E. H. Johnston, at Taku.

Argonaut, British battleship, 11,000, Capt. G. H. Cherry, R.N., at Hongkong.

Arcturion, cruiser, 12 guns, 8,500 h.p., Capt. E. H. Bayly, at Newchwang.

Barfleur, battleship, 14 guns, 9,000 h.p., Capt. G. I. S. Warrander, at Taku.

Bonaventura, cruiser, 10 guns, 7,000 h.p., Capt. C. C. Swire, at Shanghai.

Blak, cruiser, 6 guns, 5,000 h.p., Comdr. Sir B. B. Wray, Bart., at Singapore.

Britannia, gunboat, Capt. Philip Walter, at Hongkong.

Centurion, flag-ship, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, at Shanghai.

Daphne, sloop, 8 guns, 1,400 h.p., Comdr. C. W. W. Ingram, at Wulu.

Didon, cruiser, 2nd class, Capt. P. F. Tillard, at Weihaiwei.

Euryclon, cruiser, 12 guns, 10,000 h.p., Capt. G. A. Callaghan, at Taku.

Esk, gun-boat, 3 guns, 200 h.p., Lieut. and Comdr. C. Chidwick, at Shanghai.

Fame, torpedo-boat destroyer, 6 guns, 3,700 h.p., Lieut. and Comdr. Roger Keyes, P.O., at Hongkong.

Finn, gun-boat, 4 guns, 360 h.p., in reserve, at Hongkong.

Goliath, battleship, 18 guns, 12,950 tons, 13,500 h.p., Capt. Lewis E. Wintz, at Shanghai.

Handy, torpedo-boat destroyer, 6 guns, 4,600 h.p., in reserve, at Hongkong.

Hart, torpedo-boat destroyer, 6 guns, h.p., 4,000 in reserve, at Shanghai.

Hermione, cruiser, 10 guns, 7,000 h.p., Capt. B. S. D. Cunningham, Nanking.

H

